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# Hong Kong Daily Press.

ESTABLISHED 1857.

No. 14,690 號十九百陸千四萬一第一 日六初月四年疊十三緒光 HONGKONG, TUESDAY, MAY 9TH, 1905. 二拜禮 號九月五年五零百九千一莫港香 PRICE, \$3 PER MONTH.

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A. S. WATSON & CO., LIMITED. THE HONGKONG DISPENSARY. [a1365]

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GREEN ISLAND CEMENT COMPANY

PORLTAND CEMENT. \$4.50 per Cask 375 lbs. net ex Factory. \$2.70 per bag 250 lbs. net ex Factory. SHEWAN, TOMES & CO., General Managers. Hongkong, 1st March, 1905. [a2866]

NOTICE.

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NEW LINE SUMMER GOODS.

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The Latest Fashions in High-class NECKWEAR.  
EVERY SEASONABLE NOVELTY.

HONGKONG HOTEL BUILDING. Hongkong, 24th April, 1905. [a1069]

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HAS been re-opened under European management and most strict supervision as to food, cleanliness, and hygiene of the place.

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Code Address—"BOAVISTA."

For Terms, apply THE MANAGER. [a241]

COLD STORAGE.

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SIENTING  
SURGEON DENTIST,  
NO. 10, DAGUILAR STREET  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st March, 1903.

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which possesses all the elements that go to produce a good head of hair. Its powerful, stimulating properties go straight to the hair roots—giving them a life and vigour they never knew before. And life and vigour to the roots mean more hair, stronger hair, better hair. It will assuredly do all this for YOU, as it has done for thousands of others.

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The Finest Dressing. Specially Prepared and Delicately Perfumed.  
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AND  
AERATED WATER MANUFACTURERS.  
(Crown Brand)  
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The best PILSENER in the East; ask for Küpper, and see that you get it.

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SOLE AGENTS

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Hongkong, 20th April, 1905.

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PRINTING & DEVELOPING UNDERTAKEN. [a46]

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S. MINAMI, Manager, Hongkong.

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## INTIMATION

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**The Daily Press.**HONGKONG OFFICE: 14, DESVOLLE ROAD, E.C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, MAY 9th, 1905.

"CHINA yields nothing to reason, but everything to force." These words by one of the most distinguished of British diplomats are repeated with very evident approval by our Shanghai contemporary, who expresses the opinion that, in conjunction with another official dictum, "Make no demand that is not just; never recede from a demand once made," they constitute an epitomised ideal of policy in dealing with Chinese officials. At any rate, to give our contemporary's own words, "it outlines the only practical policy to be pursued in China." Qualifications are as stubborn in their nature as facts are supposed to be. It is long since Hongkong ceased to be a part of China, and doubtless we have come to be regarded, where Chinese politics are concerned, as outsiders who are indifferent to what goes on in the pigtailed and pig-headed empire. We are the vassal to the much-talked-of "open door," and by no means indifferent. It was with a certain measure of satisfaction that we noted the suggestion that the only practical policy must be a forcible one; and it was with a corresponding feeling of discomfiture that we noted the subsequent qualification. If the British Government is to accept as its guide the rule never to make a demand "that is not just," the candour that admits force as the most suitable argument with stupid, perverse, or backsliding people goes for nothing. It is wasted. We are left as we were, rudely drifting on the conflicting currents of diverse opinion. For how many of the foreign demands made upon China are universally regarded as just? Just none. The

Chinese and the pro-Chinese fallists declare most of them not just. At every demand made in the name of commerce or political progress there arises some crank with accusatory finger. It is not just to force upon the Chinese religious teaching when they have enough and to spare. We have an indulgent regard for that crank. What is wanted in more parts of the world than China, is less teaching and more acting. It is unjust to sell opium to China, say others. This would come well enough from a Chinese JOSEPH CHAMBERLAIN; but it is said on other than fiscal grounds. It is unjust to seize ("to grab" is the expression in favour) pieces of Chinese territory. Some of these ingenuous adherents of strict all-round justice smile approvingly on the policy of the "open door," so magical is the effect of a well sounding phrase. They forget that if the tenant is trying to close the door, and the book-agents and drummers agree to keep it open, that some trouble and, co-existent, some injustice, must make its appearance. The open door was opened by force and force only. It is kept open by the insertion of a foot or feet between door and lintel. This is what we understand by force; and so we do not quite follow our contemporary's analogy that the Russian occupation of Manchuria was a closing of the door. It was surely a further opening, and except to the parties concerned, it did not seem to matter much whether a Russian boot or a Japanese clog propped it open. The real "open door" is not as American Secretary HAY and the just ones conceive it at all; otherwise things would be different in Shantung, and the Chinese railway system would be less hybrid and patchy. There would never have been any ideal open door talk but for two things. One was the fear of painful jostlings by those struggling to enter, which the guarantee of perpetual openness was intended to remove. The other was that peculiar human characteristic that makes a confirmed rogue wear black kids and a silk hat on Sundays, the desperate clutch of a bad conscience at respectability! It is this which, perhaps more than anything else, prevents England from joining neighbours in the worship of expediency, and making good her position in her somewhat nebulous "sphere of influence." Those who, like our contemporary, see MACKAY (treaties ignored with impunity, and really believe that "force is the only practical policy,") should steer clear of embarrassing qualifications. China may enjoy fuller justice when she has been purged of her injustices by some foreign efforts that must to many appear at first "not just."

The Meiji Fire Insurance Co. has declared a dividend of 17 per cent. for the year ended the 31st of March last.

The steamer *Matumae-maru* with 15,000 cases of kerosene oil ex *Nigretta* on board, was totally burnt in the Inland Sea on the 24th April.

Mr. C. Patersen, a resident at Kobe for several years, in the employ of Messrs. J. Lyons & Co., died suddenly of heart disease on the 26th April.

The proceedings against Mr. F. J. Bardens by Messrs. Samuel, Samuel & Co. have been withdrawn, and an arrangement made by which Mr. Bardens will sever his connection with the firm.

An old lady recently called at the Japanese Consulate in New York, left \$1,500 gold for the widows and orphans of those killed in the war, and departed without giving any name or address.

Amongst the passengers who left Shanghai by the P. M. S. *Mongolia* was Mr. Rudolf Steinberg of the German Post Office, who has been four years in China. Mr. Steinberg was very popular amongst the German community.

*Messy's Miscellany* says: See what a marvelous development has taken place at Hongkong under British rule. That barren island has been turned into the second largest shipping port in the world in the short space of sixty years by wise administration and liberal laws.

We are gratified to find our Shanghai contemporary, the *Daily News*, in agreement with us about the Anglo-Japanese agreement. They say: "It would appear to us to be undoubtedly to the advantage of Great Britain to be on the best terms with Japan, and to renew the Anglo-Japanese Alliance, even making it closer and more binding than it now is."

School-boy "howlers" are often very amusing, but they are not always confined to schoolboys. A correspondent supplies a sample by a young man who had left school for a commercial office. He translated: "A vendre"—for sale—all right; but went on: "Jolie charrette Anglaise"—jolly English chariot—"éte de neuf"—equal to nine—"avec cheval grande taille"—with long tailed horses—"harnais, lanternes, accessoires"—correctly—"S'adresser aux bureaux du journal"—address "Aux", c/o this journal!

Numbers of visitors to the City Hall Library and Museum for the week ending the 7th May, 1905, were 295 non-Chinese, and 32 Chinese to the former, and 119 non-Chinese, and 177 Chinese to the latter institution.

The number of plague cases has leaped to 44, last week adding eight, and five more occurring since Saturday noon. Forty of the 44 ended fatally. There are three cases each of small-pox and enteric fever, the former confined to Chinese.

The *Kobe Herald* reports what it calls an "outrageous incident" at the Oriental Hotel, Kobe. An American guest being unable to sleep owing to the snoring of his next-door neighbour, fired a revolver at the latter through his bedroom door, but did not hit him. "The assailant was at once ordered to leave the hotel."

The letters of allotment in the last Japanese loan have been posted. The promptitude with which the allotment has been made and the avoidance of a large lock-up of money for any length of time reflect great credit on the banks concerned. Local applicants for the fifth domestic loan were notified yesterday.

Mr. C. F. Rhine, a British subject, residing on the Bluff, Yokohama, has brought a suit for divorce from his wife in the Yokohama District Court. He married her in Hamburg in 1890, and she with their one child deserted him in 1902, and he has never seen them since. Mrs. Rhine has lodged a similar petition against her husband.

Chan Ngan, excise officer, went in search of opium in a shop at Connaught Road West on Sunday night. The master, who is a Shanghai man, did not understand the visitor's intentions, or his language, and resented his intrusion. He administered a sound thrashing, and kicked the unfortunate officer off the premises. For this assault he was fined \$10 and ordered to pay 50 cents compensation by Mr. F. A. Hazelton at the Police Court yesterday.

A Police raid on a matchshop on the small island near Stonecutters on Saturday night, resulted in the arrest of five natives who were charged before Mr. G. N. Orme at the Police Court yesterday with being in possession of and preparing illicit opium. The first defendant was fined \$25, the second \$10, the third \$75 and the fourth and fifth \$49 each. Another native who was found in possession of 10 taels of opium was fined \$250.

Between 10 a.m. and 1.30 on Sunday, while Mrs. Nisbet, who resides at Chater Street, Kennedystown, was absent, her house was broken into by burglars who stole a gold watch and chain and other articles to the value of \$120. It is thought that the robbers had forced the door open with a screw-driver, and then became alarmed, and made a speedy exit, as other jewellery and some notes were lying in the drawer from which they took the watch and chain. The Police have the matter in hand.

Three fishing boats were making for the Kennedytown cattle wharf at the same time on Sunday, and all claimed the priority in making fast alongside. As they could not agree, they decided to settle the matter by a fight, and accordingly each man armed himself with a stout bamboo pole and took up a position in water up to his waist. Blows were falling thick and fast when the combatants were separated by the Police. Charged before Mr. G. N. Orme at the Police Court yesterday with disorderly behaviour they were each fined \$10.

Larceny of clothing cases have been much in evidence at the Police Court of late, and another very ingenious case of this kind was heard before Mr. G. N. Orme at the Police Court yesterday. Lan Yam, who is known to the Police as an idle person, conceived the idea of affixing a hook to a long bamboo pole, and hooking clothes from verandas of first floors, and in some cases through open windows. He was caught in the act on Saturday, and as the case was proved, His Worship sentenced him to three weeks' hard labour, and 12 months' banishment on the expiration of his sentence.

A party of 24 gamblers were arrested by the Police at No. 5 Kat On Street, Wanchai, on Saturday night. The men were playing fan tan and were so interested in the game that they did not know of the presence of the Police until they were surrounded. They were only playing for fun," they informed Mr. Hazelton at the Police Court yesterday, but His Worship reminded them that it was illegal fun by inflicting a fine of \$75 on the first two defendants, who were the keepers of the house, and \$3 on all of the remaining defendants.

Leung Fuk, an unemployed youth, 17 years of age, on Sunday night entered the top floor of No. 71 Connaught Road through the sky-light, and stole a quantity of clothing therefrom valued at \$10. He had entered No. 89 Wing Lok Street in similar fashion, and was making off with \$16 worth of clothing, when an inmate detained him and gave him in charge. He was placed before Mr. F. A. Hazelton at the Police Court yesterday, and remanded to enable the Police to make further inquiries concerning him.

An inquiry was held before Mr. F. A. Hazelton and a jury at the magistrate's court yesterday afternoon concerning the death of Chan Kwong who was knocked down by a tramcar on the 16th ultimo in Des Voeux Road West, and succumbed to his injuries. The evidence showed that deceased, who was deaf, did not hear the clanging of the car's bell. The tram was close upon him before the emergency brake was applied, and the distance was then too short to pull up. When he saw the car, deceased probably lost his presence of mind, as he turned to rush across the line again, and was struck. The jury returned a verdict of death by misadventure.

The salvage party is to be convened to the wreck of the French cruiser *Sally* by the *Kongnam* which is expected to leave on Wednesday. Captain Lewington is in command of the chartered vessel, and Mr. W. C. Jack is to proceed in charge of the salvage party.

The report of the *Sauye* Railway Co., Ltd., for the term ending the 31st of March last shows a divisible balance of \$2,271,390. It is proposed to add \$91,000 to reserve, pay a dividend at the rate of 10 per cent. per annum, and a bonus of \$42,500, and carry forward the balance, \$674,140.

The total subscriptions from the banks to the fifth Japanese domestic loan already amount to over \$3,000,000 yen. In addition the Imperial Household will subscribe 20 millions, the N. Y. K. one million, the insurance companies 20 millions, Princes Shimaz and Mori and Marquis Mayeda a million each, so that the total of the subscriptions already fixed more than cover the issued amount.

After referring to the recent discovery of the "biggest diamond in the world," the *Cullinan, Messy's Miscellany* goes on: There are now very many thousand Chinese ready and willing to go off to South Africa in search of such gems, and other gems of less value even. On the other hand there are, no doubt, many valuable gems in China only awaiting the arrival of some enterprising foreigner to unearth them.

The *Commercial Intelligence* reporter at Manchester writes (April 5th): Out of the reports just to hand of the half-yearly and quarterly stocktaking of nineteen limited spinning companies, not one shows a loss. Still more spinning mills have been decided upon. I hear that a number of applications for shares in one of the new undertakings have had to be refused. Egyptian cotton has again been very quiet, and spinners of these yarns are complaining loudly. One hears almost every day of old-established Egyptian spinners turning their machinery, where practicable, on to American yarns.

## LICENSING COURT.

Messrs. F. A. Hazelton (presiding), G. N. Orme, T. H. Hammer and W. Craig Jr. P. met at the Magistracy yesterday afternoon to consider an application for the transfer from A. A. H. Milroy to one Edson Stewart Crowe, of an adjunct license to sell and retail intoxicating liquors at the Sailors' Home, Des Voeux Road West.

Mr. Hazelton stated that Captain Milroy was leaving the Colony on a holiday, and there was no Police objection to the transfer. The application was granted.

## DISORDERLY "OCEAN" STOKERS.

Before Mr. F. A. Hazelton at the Police Court yesterday Sergeant Aris of Bay View, charged four stokers of H.M.S. *Ocean* with disorderly conduct and assault. The men, it was stated, were absent from their ship without leave, and were on their way to the Metropole Hotel. When near Bay View, they overturned rickshas. An Indian constable saw this, and attempted to arrest them but was assaulted by the stokers in a body. He still endeavoured, however, to perform his duty, and was successful in taking one man to the station. He reported the matter to Sergeant Aris who with three other constables, followed the stokers to the Metropole, and there arrested them. His Worship fined each of the defendants \$5, and the two who overturned the rickshas were each ordered to pay \$3 compensation.

## STRANDING OF A WEST RIVER STEAMER.

Telegraphic information was received on Sunday last by Messrs. Bunker & Co., that the Chinese steamer *Wo Kwei*, 325 tons, trading between Hongkong and Wuchow, struck the *Joss House Rock* about two miles below Wuchow on the forenoon of the 6th instant, and had to be beached. According to the latest information to hand, she is full of water, and much of her cargo is damaged. The *Wo Kwei* left Hongkong on the 3rd instant on her usual run with a full cargo consisting of piece goods, yarn and sundries which were fully covered by insurance. Mr. Bunker, the manager of Messrs. Babker & Co., the agents of the steamer, and a salvage party with divers and pumps left yesterday evening for the scene of the accident.

## A CHINESE ROBBER'S EXTRADITION.

Mr. F. A. Hazelton delivered his decision on this application at the Hongkong Police Court yesterday morning.

Mr. H. E. Pollock (instructed by Mr. R. A. Harding), who made the application on behalf of the Chinese Government, and Mr. H. N. Ferrers (instructed by Mr. Otto Kong Sing) for the defence, were in attendance.

His Worship was of opinion that there was absolute proof of the defendant's guilt in respect of the charge. In a case of this sort in which he sat as a jury, it was not necessary for him to say anything further than "guilty" or "not guilty." The evidence of the three witnesses for the defence was really of a general nature, while that of the woman in support of the application convinced him that the "story" she told in the witness box was absolutely true, and even cross-examination her evidence could not be shaken. The evidence of the second witness in support of the application was also given in a frank manner, and left no doubt as to the guilt of the defendant in respect of the charge of robbery. As not the smallest doubt existed, he would follow the words of the Ordinance and commit the defendant to goal to await the further order of H.E. the Governor. Further, he informed the defendant that he would not be surrendered until after the expiration of fifteen days, and meantime had the right to apply to the Supreme Court for a writ of habeas corpus.

The *Wilhelmina* and the *Agnes* were captured by the Japanese on the 16th ultimo in the *Agnes*, and the *Wilhelmina* became a total wreck.

## TELEGRAMS.

## ["DAILY PRESS" SERVICE.]

## EPIDEMIC IN GERMANY.

LONDON, 5th May.

The epidemic of cerebro-spinal meningitis is still spreading to an alarming extent in Germany.

## M. DELCASSE.

LONDON, 5th May.

A second report that M. Delcassey is resigning the portfolio of French Foreign Affairs is also denied.

## SIR ROBERT HERBERT DEAD.

LONDON, 5th May.

The Rt. Hon. Sir Robert George Wyndham Herbert, G.C.B., C.M.G., director of the P. and O. Company, and Chairman of the Tariff Commission of Mr. Chamberlain, is dead, aged seventy-four.

## LICENSING COURT.

Sir Robert, who was a grandson of the 1st Earl of Carnarvon, was not married. He was a barrister in 1858, the Colonial Secretary for Queensland in 1859, Premier during the following six years, joined the Board of Trade as Assistant Secretary in 1868, the Colonial Office in 1870, was Permanent Under-Secretary of State for the Colonies from 1871 to 1892, became successively thereafter Agent General for Tasmania, and High Sheriff of London in 1872. He was a Knight (first class) of the Order of the Crown of Johore, as well as holding the positions mentioned in the telegram. Ed.

## [REUTER'S SERVICE.]

## THE CHINA SQUADRON.

LONDON, 5th May.

Reuter's correspondent in Melbourne wires that the sloop *Cadmus* has been ordered to join the sloop *Clive* and to proceed to the China Station.

## RUSSIA.

LONDON, 6th May.

In spite of police prohibition, a great secret meeting of delegates of numerous provincial Zemstvos has been held in Moscow to formulate principles for the establishment of a National Assembly.

## THE WAR.

## BAHADUR CIGARS.

THE PREMIER CIGAR OF INDIA.

NO. 1	... \$2.75 PER 100
NO. 2	... \$2.50 PER 100
NO. 3	... \$2.25 PER 100

## GREGOR &amp; CO.,

SOLE AGENTS.

45-Sc

## THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.  
ALEXANDRA & CAIRO, EGYPT.  
FINEST EGYPTIAN CIGARETTES.

TRADE

MARK.

SOLE AGENTS FOR HONGKONG.

822 KRUSE &amp; CO., CONNAUGHT HOUSE.

## INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.  
Agents.

Hongkong, 21st April, 1897. 181

THE GENERAL ACCIDENT INSURANCE CORPORATION, LIMITED.

## NOTICE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against FIRE at Current Rates.

THE HOLLAND CHINA TRADING CO.

Hongkong, 3rd May, 1905. 1127

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against FIRE at Current Rates.

SIEMSEN &amp; CO.

Hongkong, 1st January, 1904. 31

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1903.

£16,892,650.

I. AUTHORIZED CAPITAL, £3,000,000.  
SUBSCRIBED CAPITAL, 2,750,000.  
PAID-UP CAPITAL, 687,500.

II. FIRE FUNDS, 3,058,961.

12 3

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES &amp; CO.

Agents.

Hongkong, 16th June, 1904. 188

## HONGKONG BUSINESS DIRECTORY.

## BOOKBINDING.

DAILY PRESS' OFFICE.  
The only office in China having European taught workmen. Equal to Home work.

## IRON MERCHANTS.

SINGON &amp; CO., Iron, Stool, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Commission Agents. 35 &amp; 37, Hing Loong Street. (1st Street, West of Central Market.)

## JEWELLERS

MAISON LEVY HERMANOS.  
Diamond Merchants and Watchmakers. 41 Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and London.

## PHOTOGRAPHER

M. MUMYEYA, JAPANESE ARTIST.  
Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 82, Queen's Road Central.

## STOREKEEPERS

BISMARCK &amp; CO., Navy Contractors. Ship Chandlery. Provision and Coal Merchants. Sailmakers, &amp;c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG &amp; CO., Shipchandlers. Sailmakers. Provision and Coal Merchants. Hardware Engineers. Tools, Metal, Iron and Steel Works. 57 &amp; 59, Connaught Road, New Praya Central.

## CONVENTION REGARDING THE COMMERCIAL RELATIONS BETWEEN JAPAN AND INDIA.

The following Convention was published in the *Official Gazette* of the 16th March. It received the Imperial Approval on the 14th.

His Majesty the Emperor of Japan and His Majesty the King of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, Emperor of India, have resolved to conclude a Convention to that effect and have named as their respective Plenipotentiaries:

His Majesty the Emperor of Japan, Baron Jutaro Komura, Jusunami, First Class of the Imperial Order of the Rising Sun, His Imperial Majesty's Minister of State for Foreign Affairs; and

His Majesty the King of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, Emperor of India, Sir Claude Maxwell MacDonald, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Knight Commander of the Most Honourable Order of the Bath, His Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary.

Who, having reciprocally communicated their full powers, found in good and due form, have agreed as follows:

## ARTICLE I.

Any article, the produce or manufacture of the dominions and possessions of His Majesty the Emperor of Japan shall enjoy, upon importation into India, the lowest customs duties applicable to similar products of any other foreign origin.

## ARTICLE II.

I especially any article, the produce or manufacture of India shall enjoy, upon importation into the dominions and possessions of His Majesty the Emperor of Japan, the lowest customs duties applicable to similar products of any other foreign origin.

## ARTICLE III.

The privileges and engagements of the present Convention shall extend to native states of India which by treaty with His Britannic Majesty or otherwise may be entitled to be placed with regard to the stipulations of the Convention on the same footing as British India.

His Britannic Majesty's Government shall communicate from time to time to the Imperial Government of Japan a list of these states.

## ARTICLE IV.

The present Convention shall be ratified and the ratifications shall be exchanged at Yo as soon as possible. It shall come into effect immediately after the exchange of ratifications, and shall remain in force until the expiration of six months from the day on which one of the High Contracting Parties shall have announced the intention of terminating it.

In witness whereof the above mentioned Plenipotentiaries have signed the present Convention and have affixed thereto their seals.

Done in duplicates at Tokyo, in the Japanese and English languages, this 29th day of 8th month of the 37th year of Meiji, corresponding to the 29th day of August of year one thousand nine hundred and four.

[L. S.] Baron JUTARO KOMURA.  
His Imperial Japanese Majesty's Minister of State for Foreign Affairs.  
[L. S.] CLAUDE M. MACDONALD.  
His Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary.

## THE MARSHALL ISLANDS.

## GERMANY AND BRITISH TRADERS.

In the House of Commons on 4th April, the Earl of Jersey asked the Secretary of State for Foreign Affairs what steps had been taken to correct the action of the German Government against British traders in the Marshall and Caroline groups of islands. He said that a Sydney firm who had determined to start a trade with these islands were informed by the German Consul that they would receive exactly the same treatment as Germans. When their first ship arrived in the Marshall Islands a few of £225 was charged for the right of trading for four weeks. On another visit to the Marshall Islands they were told the fee had been doubled. These attempts to start trade were rather disastrous to the firm. But the matter was not one merely affecting a particular firm; it involved the general question of the treatment of our trade by Germany. He had read the clause which secured to us, as we thought, in 1886, equal treatment, and he had shown the way in which our ships had been treated. The right of trade in the Pacific was the natural inheritance of our fellow-subjects in the southern hemisphere, and we must take care no right of theirs was sacrificed to another Power or absorbed by another Power. He hoped the noble marquis would do all in his power to get an early decision of the matter. If such matters were allowed to pass unnoticed, or to drift slowly along, he could not help thinking there would be no other source left to our fellow-subjects who had a keen interest in the Pacific than to consider the word retaliation.

Publications.—No. 2. A Detailed History of the Railways in the South African War 1899-1902, Vols. I. and II., has been received and may be seen on application at this office.

The Marquis of Lansdowne.—The question to which my noble friend has referred is engaging the close attention of His Majesty's Government.

I do not question the accuracy of the statements which he made to the House. In my opinion the treatment received by British trade in these islands is of a very unsatisfactory character. In the Marshall Islands the trade is in the hands of a German company, which under the contract with the German Government made in 1888 unites the functions of a trading body and those of the Government of the islands. The result of this combination of functions is somewhat singular. The company in its capacity of a trading company is in theory liable to pay the same duties as any other trading company, but when it appears in its capacity as the Government of the islands, it uses the proceeds of these duties to assist its own revenues. When money passes I am given to understand that it is only transferred, so to speak, from one pocket to the other. This is, in my view, distinctly an evasion of the spirit as well as of the letter of the declaration of 1886, which my noble friend quoted—a declaration under which absolute equal rights were secured to British and German traders in British and German possessions in the Western Pacific. I think I may say that the whole of the correspondence which took place at the time of that declaration shows that its real intention was to guard against a monopoly of this kind. The Caroline group was bought by the German Government in 1889—that is, after the date of the declaration—and the group lies within the region to which the declarations apply. In spite of these facts, I believe it is the case that there has been an absolute prohibition of all but German trade in the group, except in the case of two small islands which are really not worth entering at all. Representations have, I need not say, been made to the German Government upon this subject. I am not at this moment able to tell my noble friend anything as to their result, but he may rest assured we shall continue to draw the attention of the German Government to what seems to us a violation of the declaration of 1886.

Lord Stanmore, whilst disclaiming any wish to act as the apologist of the German Government, thought it only just to point out that German ships going to the Marshall Islands were subjected to exactly the same penalties as English ships. At the same time, he considered that the conduct of the German authorities was an evasion of the spirit of the engagement entered into with England. As regarded the purchase of land from native chiefs it is observed that we equally prohibited native chiefs from selling land to strangers without a warrant from the British authorities. In that particular he did not think we had reason to complain of the action of the German Government.

The Earl of Jersey said the agreement for leasing land would have been made with a chief with whom a German company had made an agreement, and on the same terms and, according to the declaration of 1886, the same right of acquiring possessions in the islands was accorded to British and German subjects.

Lord Stanmore said his information was rather different from the noble earl's.

The present Convention shall be ratified and the ratifications shall be exchanged at Yo as soon as possible. It shall come into effect immediately after the exchange of ratifications, and shall remain in force until the expiration of six months from the day on which one of the High Contracting Parties shall have announced the intention of terminating it.

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## SHIPPING.

## ARRIVALS

ANGOLA, British str., 2800, A. W. Cameron, 8th May.—Motor, 28th April, Coal, Doolittle & Co.

BRAND, Norwegian str., 1,512, J. Johansen, 8th May.—Wulu and Chinkiang 2nd May, Biwan Grounds.—Chinese.

CARL DIEDRICHSEN, German str., 774, H. Schlauder, 8th May.—Haiphong 2nd May, General, Jelzen & Co.

CHARTHOUSE, British str., 1,255, R. S. Bainbridge, 8th May.—Penang 27th April and Singapore 2nd May, General—Chinese.

NEUMANN, German str., 2,993, Fischer, 8th May.—Cardiff and Carron Bay 3rd May, Belfast.—Jelzen & Co.

PEINZIGERUND, German str., 3,300, D. Lenz, 8th May.—Sydney 15th April, General, Melchers & Co.

YUENNAH, British str., 1,124, P. H. Rolfe, 8th May.—Manila 5th May, General, Jardine, Matheson & Co.

## CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.

8th May.

Haiching, British str., for Swatow.

Helene German str., for Hoochow.

Jacob Diederichsen, German str., for Haiphong.

Zaida, British str., for Amoy.

## DEPARTURES

7th May.

TEENKAH, British str., for London.

8th May.

HONGKONG, French str., for Haiphong.

SHANTUNG, British str., for Yokohama.

TELEMACHUS, British str., for Saigon.

TRIUMPH, German str., for Shanghai.

YUCHOW, British str., for Canton.

## SHIPPING REPORTS.

The British str. *Charterhouse* reports: Light easterly winds and fine weather from port to port.

The British str. *Tennyson* reports: Weather experienced. Moderate easterly winds and smooth sea, fine cloudy weather. Fog and light rain of N.E. head of Tumak.

VESSELS IN DOCK

8th May.

SWATOW DOCKS.—B. A. Broo, H.M.S. *Albion*, Haiching, Ichia.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING," Captain Hodges, will be despatched for the above ports TUESDAY, 9th inst., at 10 A.M. For Freight or Passage, apply to

DOUGLAS LAFRAIK & CO., General Managers.

Hongkong, 8th May, 1905.

IMPERIAL GERMAN MAIL LINE, NORDDEUTSCHER LLOYD, BREMEN.

FOR SHANGHAI, NAGARAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"BAYERN," Captain H. Formes, due here with the outward German Mail about TUESDAY, p.m., will leave for the above places about 12:30 hours after arrival.

NORDDEUTSCHER LLOYD.

For Further Particulars, apply to

MELCHERS & CO.

Agents.

Hongkong, 8th May, 1905.

FOR SHANGHAI.

(Taking Cargo at through rates to Tsingtau and Chemulpo).

THE Steamship

"LYEEMOON," Captain Th. Lehmann, will be despatched for the above port TO-MORROW, the 10th instant, at 5 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to

SIMMSEN & CO.

Agents.

Hongkong, 8th May, 1905.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER," Captain McIntosh, will be despatched as above on MONDAY, the 15th May.

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 12th April, 1905.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

1905. About

"SAGAMI" ... ... ... ... 20th May.

"ERROL" ... ... ... ... 6th June.

"HINDUSTAN" ... ... ... ... 24th June.

For Freight and further information, apply to

DODWELL & CO., LTD.

Agents.

Hongkong, 2nd May, 1905.

1154

IMPERIAL GERMAN MAIL LINE, NORDDEUTSCHER LLOYD, BREMEN.

JAPAN—CHINA—AUSTRALIA LINE VIA NEW GUINEA.

STEAM FOR

FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATU'U, BRISBANE, SYDNEY AND MELBOURNE.

On TUESDAY, the 30th May, 1905, at NOON, the Steamer "PRINZ SIGISMUND," Captain Leuz, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For Further Particulars, apply to

MELCHERS & CO.

Agents.

Hongkong, 4th May, 1905.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	PERA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	About 10th inst.
LONDON & ANTWERP, VIA PORTS OF CALL	BENALDER	Brit. str.	—	H. W. Kenrick, E.N.E.	GIBB, LIVINGSTON & CO.	On 15th inst.
LONDON, AMSTERDAM & ANTWERP	CHUSAN	Brit. str.	1 m.		P. & O. S. N. Co.	On 20th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	HYSON	Brit. str.	1 m.		BUTTERFIELD & SWINE	On 4th July.
AMSTERDAM, LONDON & ANTWERP	GLAUCUS	Brit. str.	1 m.		BUTTERFIELD & SWINE	On 18th July.
AMSTERDAM, LONDON & ANTWERP	JASON	Brit. str.	1 m.		BUTTERFIELD & SWINE	To-day.
AMSTERDAM, LONDON & ANTWERP	DARDANUS	Brit. str.	1 m.		BUTTERFIELD & SWINE	On 23rd inst.
AMSTERDAM, LONDON & ANTWERP	CALCHAS	Brit. str.	1 m.		BUTTERFIELD & SWINE	On 6th June.
AMSTERDAM, LONDON & ANTWERP	KINTUCK	Brit. str.	1 m.		BUTTERFIELD & SWINE	On 20th June.
MARSEILLES, &c., VIA PORTS OF CALL	DUMBEA	From str.	—	Hoyer	MESSAGERIES MARITIMES	On 16th inst., at 1 P.M.
MARSEILLES, &c., VIA PORTS OF CALL	PETESEN	Ger. str.	—		MELCHERS & CO.	To-morrow, at Noon.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	SPAGOONIA	Ger. str.	k. w.	Dahl	HAMBURG-AMERICA LINE	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	C. FERD. LAEISZ	Ger. str.	k. w.	Schoenfeldt	HAMBURG-AMERICA LINE	On 28th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	BRISGAVIA	Ger. str.	k. w.	Jaburg	HAMBURG-AMERICA LINE	On 13th June.
HAVRE & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	k. w.	von Hoff	HAMBURG-AMERICA LINE	On 27th June.
HAVRE & HAMBURG VIA STRAITS, &c.	ATHOUL	Brit. str.	—	Kuss	HAMBURG-AMERICA LINE	On 11th July.
HAVRE & HAMBURG VIA STRAITS, &c.	NEPTUNE	Brit. str.	—	Hildebrandt	SANDEE WIELER & CO.	On 1st June, P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	ATHOUL	Brit. str.	—	Berberovich	BUTTERFIELD & SWINE	On 20th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	NEPTUNE	Brit. str.	—		BUTTERFIELD & SWINE	On 20th June.
HAVRE & HAMBURG VIA STRAITS, &c.	ATHOUL	Brit. str.	—		BUTTERFIELD & SWINE	On 20th July.
HAVRE & HAMBURG VIA STRAITS, &c.	NEPTUNE	Brit. str.	—		BUTTERFIELD & SWINE	On 20th July.
HAVRE & HAMBURG VIA STRAITS, &c.	ATHOUL	Brit. str.	—		STANDARD OIL CO.	On 25th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	NEPTUNE	Brit. str.	—		DODWELL & CO., LTD.	On 26th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ATHOUL	Brit. str.	—		HAMBURG-AMERICA LINE	On 25th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	NEPTUNE	Brit. str.	—		CANADIAN PACIFIC R. CO.	On 24th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ATHOUL	Brit. str.	—		CANADIAN PACIFIC R. CO.	On 23rd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	NEPTUNE	Brit. str.	—		BUTTERFIELD & SWINE	On 16th inst., at Daylight.
HAVRE & HAMBURG VIA STRAITS, &c.	ATHOUL	Brit. str.	—		PORTLAND & ASIATIC S.S. CO.	On 13th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	NEPTUNE	Brit. str.	—		BUTTERFIELD & SWINE	On 30th inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	ATHOUL	Brit. str.	—		MELCHERS & CO.	On 18th June, at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	NEPTUNE	Brit. str.	—		GIBB, LIVINGSTON & CO.	On 19th June, at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	ATHOUL	Brit. str.	—		F. & O. S. N. Co.	On 18th June.
HAVRE & HAMBURG VIA STRAITS, &c.	NEPTUNE	Brit. str.	—		BUTTERFIELD & SWINE	On 18th inst., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	ATHOUL	Brit. str.	—		DODWELL & CO., LTD.	On 20th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	NEPTUNE	Brit. str.	—		HAMBURG-AMERICA LINE	On 25th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ATHOUL	Brit. str.	—		CANADIAN PACIFIC R. CO.	On 24th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	NEPTUNE	Brit. str.	—		BUTTERFIELD & SWINE	On 13th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ATHOUL	Brit. str.	—		PORTLAND & ASIATIC S.S. CO.	On 23rd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	NEPTUNE	Brit. str.	—		BUTTERFIELD & SWINE	On 16th inst., at Daylight.
HAVRE & HAMBURG VIA STRAITS, &c.	ATHOUL	Brit. str.	—		MELCHERS & CO.	On 13th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	NEPTUNE	Brit. str.	—		GIBB, LIVINGSTON & CO.	On 18th June, at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	ATHOUL	Brit. str.	—		F. & O. S. N. Co.	On 19th June.
HAVRE & HAMBURG VIA STRAITS, &c.	NEPTUNE	Brit. str.	—		BUTTERFIELD & SWINE	On 18th inst., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	ATHOUL	Brit. str.	—		DODWELL & CO., LTD.	On 20th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	NEPTUNE	Brit. str.	—		HAMBURG-AMERICA LINE	On 25th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ATHOUL	Brit. str.	—		CANADIAN PACIFIC R. CO.	On 24th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	NEPTUNE	Brit. str.	—		BUTTERFIELD & SWINE	On 13th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ATHOUL	Brit. str.	—		PORTLAND & ASIATIC S.S. CO.	On 23rd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	NEPTUNE	Brit. str.	—		BUTTERFIELD & SWINE	On 16th inst., at Daylight.
HAVRE & HAMBURG VIA STRAITS, &c.	ATHOUL	Brit. str.	—		MELCHERS & CO.	On 13th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	NEPTUNE	Brit. str.	—		GIBB, LIVINGSTON & CO.	On 18th June, at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	ATHOUL	Brit. str.	—		F. & O. S. N. Co.	On 19th June.
HAVRE & HAMBURG VIA STRAITS, &c.	NEPTUNE	Brit. str.	—		BUTTERFIELD & SWINE	On 18th inst., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.						

## SHIPPING NOTES.

The Nippon Yusen Kaisha recently took over from the builders, the Mita Bishi Kaisha, the new steamship *Tango-maru*.

The steamer *Quaria* which was recently chartered to the Nippon Yusen Kaisha has now been placed in the Newchawng service.

The British steamer *Wingang* and *Tsingang* have been released from charter to the Nippon Yusen Kaisha. The British steamer *Dubwich* (2,111 tons) has been chartered by Mr. K. Yamashita of Yokohama.

Scotch shipyards in the quarter ended March 31 turned out 53 vessels, aggregating 114,700 tons, as compared with the same period of 1904, when the output was 78 vessels, with a tonnage of 102,400 tons. The comparison further indicates the increasing average size of new vessels. The tonnage for the past quarter is the largest on record with the exception of the same period of 1899, when the figure was 118,000 tons. The number of orders booked in Scotch shipbuilding yards for March, however, do not exceed 14,000 tons, which does not promise the same activity in the present quarter.

We learn from one of our Japan correspondents that the foreign steamers sold to Japanese since the outbreak of war in February, 1904, number 70, of 252,732 tons gross. In addition, Japanese shipowners have now 52 foreign vessels under charter, of 101,529 tons gross. The vessels chartered to Japanese, according to nationalities, are as follows:—

Flag.	Vessels.	Tons.
Norwegian	22	41,271
British	17	43,516
German	5	8,329
Swedish	1	1,637
French	1	649
Italian	6	1,127
Total	52	101,529

MANILA.

A Board of Inquiry has been appointed by the Collector of Customs to inquire into marine incidents in Manila Harbour.

THE "TAMING" AT MANILA.

T. R. Nicol, second officer of the British steamer *Taming*, was found guilty in the court of first instance of interfering with a customs official in the performance of his duties and of striking a native guard, and sentenced to be imprisoned for three hours and to pay a fine of 100 dollars gold. Nicol's attorney gave notice of appeal to the Supreme Court and bond was fixed at \$200.

LATER.

The British steamer *Taming* left Manila for Cebu on May 1st to discharge 1,500 tons of cargo. From the southern port she will proceed directly to Hongkong. Second officer Nicol, who was tried in the court of first instance for a violation of the customs administrative act a few days ago did not sail on the vessel, as the captain refused to assume the responsibility of taking him away from Manila while under bail awaiting the decision of the court in his case.

AN ENGINEER'S DEATH.

The third engineer of the British steamer *Charterhouse*, which arrived yesterday, Robert L. Pinkerton, of Glasgow, died on May 6th, and was buried at sea.

STEAMER MOVEMENTS.

The P.M. str. *Manchuria*, with mail, &c. from San Francisco to the 18th ult., via Honolulu, will leave Yokohama this morning, the 9th inst., via Kobe, &c., and is due here on the 18th inst.

The C.P.R. steamer *Taritar* left Yokohama on Saturday, the 6th May, p.m., for Victoria and Vancouver.

The C.P.R. str. *Athenian* arrived at Yokohama on Sunday, the 7th May at 8 a.m.

## NEW JAPANESE WARSHIPS.

The work of arming one of the two armoured-cruisers, constructed at Kure, is being pushed forward, the *Nagasaki Press* says, in order that she may be completed in the course of the present year. The other one is expected to be ready for sea about March next.

The launching of the Japanese first-class battleship *Katori*, constructed at Vicksburg yard, England, has been postponed in order that Prince and Princess Arisugawa, who will visit England on their way home from Germany, may be present. She will probably be launched on July 4th.

The destroyer *Arare*, constructed and engineered at Kure, is to be taken out for a trial on the 27th inst. If the trial is satisfactory she will be commissioned early in May.

## THE WANDERING DALAI LAMA.

Although there seems to be a feeling that the Dalai Lama of Tibet who ran away from the British Expedition last year has been deposited and the Panchen Lama of Tashilhunpo took to his place, a Peking correspondent, writing on the subject of the evident reluctance of the Dalai Lama to leave Urga for Lhassa, states that he has not been formally deposed by the Imperial Government and that he is being sent back to Lhassa to resume his post of chief Buddhist Pontiff there. The correspondent further states that, in spite of his solemn promise to the Imperial Resident of Urga Mongolian, and the Assistant Tibetan Resident at Hsining, Kao, to start from Urga for Lhassa on a certain date, the Dalai Lama still lingers in Mongolia and refuses "to budge." This made the two Manchu officials exceedingly wroth, with the result that they recently presented a joint memorial to the Throne complaining of the dilatory movements of the Dalai Lama and his broken promise, and recommending that he be formally deposed from the Pontificate as a punishment for his remissness—a step doubtlessly eagerly desired by this Tibetan who does not seem to be desirous of returning to Lhassa, which may mean going back to his death. The recommendation to depose the Dalai Lama has, however, been promptly refused by an Imperial Rescript which also commanded the memorialist to send the Tibetan back without further delay.—*N.C. Daily News*.

## THE RUSSIAN WAR PARTY.

The high appointments in the reorganized Russian army, according to the *Petit Parisien*, have been definitely arranged as follows:—

Commander-in-Chief: The Grand Duke Nicholas Nicolaievitch.

Director-General of Military Operations: General Linievitch.

Chief of the Staff: General Sounkhominoff.

Assistant Chief of Staff: General Sakhoff.

Commander of the First Army: General Baron Kaulbars.

Commander of the Second Army: General Gripenberg.

Commander of the Third Army: General Gerschelmann.

The Supreme Military Council will be composed of Generals Dragomiroff, Grodetskoff, Roop, and Komaroff.

## HOW BRITAIN SPENDS MONEY.

*Cassell's Magazine*, edited by Max Pemberton, gives the following interesting article by Mr. Arnold White:—John Bull spends on the government of the United Kingdom about £177,000,000 per annum. This is finely called Imperial expenditure, although it is not spent upon the Empire. India pays her own expenses, and the Colonies theirs. The local expenditure of the Borough and District Councils, the Asylum Boards, and what are known as educational and other rating authorities may be dealt with on another occasion. There is a good deal of spending in £177,000,000 a year, and the State is consequently the largest employer of labour, and also the best customer in the United Kingdom.

There are three points that strike the spectator in the jungle of national expenditure. The first is the contrast presented between the extraordinary skill of the complex system devised to prevent the expenditure of a penny by an unauthorized person and the clumsiness with which millions are squandered on objects which turn out to be of no possible use to the nation, even on the authority of the very people who have discontinued the manufacture or purchase of boarding pikes for the British Navy. No such economy occurred to the Admiralty. Boarding pikes were issued even in the present century to the battleships of the British Navy until attention was drawn to the fact by a mere newspaper scribbler, who was evidently attacked for meddling with what he did not understand. The issue of boarding pikes was defended by the old school of admirals on the ground that it reminded us of the good old days, and in any event could be used as foils to the paint work while in process of drying. It did not occur to any official at the Admiralty until the afternoon of October 21st, 1904, that all money spent on the Fleet which does not conduct to fighting efficiency, whether on a button, an admiral, or even a gun, is money thrown away.

What is the reason for buying things that are not wanted, for building ships that cannot fight or run away when flight is essential; and for pulling down naval barns to build bigger in order to hold an ever-increasing store of articles that were obsolete years before they were ordered? A friend of mine in a high official position told me that he once visited a certain dockyard and noticed a man standing doing nothing where on many previous occasions he had remarked the same individual.

"Who are you, my man?" he said.  
"I am Mr. —'s (naming an official at the dockyard) boatman, sir."

"Oh, no sir, he hasn't had one for two years."  
"And what have you done during those two years?"

"Nothing, sir."  
The story of the dockyards would not be complete without recalling the peculiar methods of supply which prevailed until recently. Not very long since the accumulation of an article, several hundred dozen of which were supplied on the same principle as the boarding pikes were issued, was so great that one of the buildings in which they were stored required enlargement. These articles had not been used for decades, but they continued to be supplied, until some official of unusual smartness discovered that the purchase of expensive articles which could not be used, and were costly to store, might be safely discontinued. As the articles were unsaleable they were burnt and the brass and iron used in their construction sold at scrap prices.

The results of officialism are sometimes amusing and sometimes tragic. For a considerable period of time the staff of the Second Army Corps on Salisbury Plain consisted of the distinguished general, a good-looking *voies-de-camp*, and a lady typewriter. The cost of this institution I have been unable to ascertained, but it is a commodity capitalized by the upper classes, it is so expensive to act upon its own theory. Nine-tenths of the business of the Foreign Office is not secret. One-tenth is highly confidential. The one-tenth which is highly confidential passes through the hands of typewriter girls who draw the modest wages of their kind, and the whole of the Cabinet documents and confidential dispatches to Ambassadors are printed in the basement by honest printers who have never been known to divulge a secret entrusted to them.

That the amount of printing is considerable may be judged by the fact that every British Ambassador in Europe obtains by messenger a copy of every dispatch of importance sent to every other British Ambassador.

A administrative system based on the theory of aristocracy and expense, but worked by recourse to democracy and frugality, is one that illustrates our English foible for spending money in the wrong place rather than not spend it at all. To sustain the official theory it is obvious that the Foreign Office typewriter girls should be presented at Court, and that the printers in the basement should be public school men with their names in Debrett and members of at least one good club before they are allowed to handle the composing stick and the dumper in the Foreign Office cellar.

The absence of a thinking department at the Foreign Office sometimes leads to strange results. When the Admiralty took possession of the Bay of Wei-hai-wei it suddenly occurred to our rulers that they had not got Wei-hai-wei sent to the Foreign Office, however, brought to bear its great influence, and the town was acquired for £14,897 17s. 4d. strict cash on delivery. After the town and the bay were acquired, and some of the buildings erected, the Treasury, the Foreign Office, or the Admiralty, or all three, changed their minds, and neither the town nor the bay were considered necessary for the safety of our interests in the Far East.

The course of business in the Foreign Office is that a letter is taken out of its envelope by a clerk on £200 a year, is passed on to be docked by a clerk on £200, handed to a clerk on £200 to make a receipt of it, and then passed on to have a minute made on it by a clerk on £200, and thus, with a messy growth of irrelevant detail, it finally arrives at the table of the man who receives £1,200. Then it descends down the same line until it reaches the hands of the man who copies it and who delivers it to the girl who types it, and who is not seldom the most useful, as well as the most comely, link of the whole chain.

Shortly after Queen Victoria's death the Kansas Legislature sent a message of condolence to King Edward. In a telegram the King expressed thanks for the loyalty and sympathy of the people of Kansas. The word "loyalty" roused such resentment among the legislators that the message of condolence was ordered to be expunged from the State records. Our Foreign Office clerks thought that Kansas was a British Colony—an error that the typewriter girls upstairs would not have committed, as they are compelled to pass in elementary geography before becoming eligible for employment in the Government service.

One other point in connection with the Foreign Office as regards the expenditure of money to which I wish to draw attention is the case of Uganda, under its management. The Uganda Railway, which has cost over £40,000,000, could have been built by contract for £2,000,000 or £2,500,000. Tenders were actually available for those amounts.

The State pays its servants by means of three currencies. The private employer can only pay in one. A British official is held first in honor, secondly, in the security of the tenure of his office; and thirdly, in the title or distinction he may expect to receive in the event of his death or his length of service rendering him eligible for distinction. Of all the servants of the public the most fortunate is the Attorney-General, because he gets all three. He receives

the largest salary, £19,921 7s. 9d., he is knighted, and he has a prescriptive right to permanent employment in high judicial office. The least fortunate servants of the public are the reservist soldiers, who give up their employment at the beginning of a war, and, in the event of their survival, return home to find themselves in the ranks of the unemployed. It is hoped that after the next big war our soldiers will no longer say:

"Time of danger and in time of war Our God and soldiers we alike adore; The danger o'er, our honour righted, Our God's forgot, our soldiers slighted." This, however, is a melancholy subject. We will pass on to something more amusing. Our great Admiral Nelson won his famous battles on ships built of British oak. When he captured the French and Spanish ships his seamen ascended their bluff sides by means of boarding pikes driven into the enemy's hull. When wood was replaced by iron, and still more when iron was replaced by steel, whether Harveyised or of the Krupp variety, a female suburban housekeeper on £20 a year, with no knowledge of naval affairs, if responsible, would have discontinued the manufacture or purchase of boarding pikes for the British Navy.

It is probably the first time that the English taxpayer has been made to pay 10s. apiece for addled eggs and 30s. for a skimpy buck passing from one field to another.

I have already referred to the great saving effected by Sir John Fisher in getting rid of 130 ships that can neither fight nor run away. But the joy that thrills us at the saving of £3,000,000 a year is offset by the reduction that these discreditable and embarrassing ships have been dumplings ever since they were built, and that the upkeep of these dumplings cannot cost less than £22,000,000 since the year 1895. Although ships with sails and masts ceased to be useful for war purposes by 1880, the *Cadmus*, which cost £86,927, and the *Clio*, costing £22,535, were built and actually sent to sea by the Admiralty in 1904. The *Cadmus* was discreditable and the *Clio* embarrassing. But the taxpayer, who pays for both, wonders at the folly of officials who build eight vessels of the *Clio* class, only to discard the lot the instant they are complete.

A sum of £9,649 was spent on repairs on H.M.S. *Hecate*, but after the money was spent the repairs were abandoned, and the ship added to the number of those which were considered discreditable and embarrassing. The gentleman responsible for spending £9,649 on repairing the irreparable *Hecate* will receive his pension and decoration in due course. In 1905 the *Calderwood*, a battleship, was sent to the *Cadmus* just after £22,000 had been spent on her repairs.

£8,000 was spent on the machinery of the *Hercules*, but after this tidy little fortune had been laid out it was decided that the *Hercules* should never go to sea, and to sea she never went again. I have made a calculation that the cost of building ships, obsolete before they are designed, and of repairing ships which could never be used in modern war, amounts to about £15,000,000 sterling in the last ten years. If we add this sum to the waste of the upkeep of the 130 ships that can neither fight nor fly, and of the bricks and mortar for the Navy provided in the construction of naval barns to build bigger in order to hold an ever-increasing store of articles that were obsolete years before they were ordered?

Nothing, sir.

The story of the dockyards would not be complete without recalling the peculiar methods of supply which prevailed until recently. Not very long since the accumulation of an article, several hundred dozen of which were supplied on the same principle as the boarding pikes were issued, was so great that one of the buildings in which they were stored required enlargement. These articles had not been used for decades, but they continued to be supplied, until some official of unusual smartness discovered that the purchase of expensive articles which could not be used, and were costly to store, might be safely discontinued. As the articles were unsaleable they were burnt and the brass and iron used in their construction sold at scrap prices.

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When the papers regarding any matter reach the War Office in London they are taken to a long passage. Round this passage are many rooms, with one room at the top. The series of rooms thus resembles a syphon. War Office papers, if received by A and requiring the attention of Z, are not sent direct from A to Z, but are sent all round the syphon. The result of this is that the paper is delayed in getting to the War Office.

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During the Boer War a cargo of hay bought by the War Office, and passed as good as new, was sent out to Port Elizabeth. Some of the hay was eaten by the officers' chargers on board. On arrival at Port Elizabeth the whole cargo was condemned in spite of angry protests, and the master of the ship was ordered to take the vessel twenty miles out to sea and throw the hay overboard. This was done. A southerly gale sprang up, and the bulk of the hay was washed up in Algoa Bay. The bales were collected by an enterprising contractor, and the hay was purchased by the War Office at three times its original price and was greedily eaten by the horses and mules of the Army.

There is no better instance of the way in which the money goes than the case of the *Shiota*, a cargo of hay bought by the War Office and passed as good as new, but it was sent for sale as old iron, and was only rescued by a smart officer, who managed to induce the authorities to purchase it from themselves for a trifling sum of money.

This is the way the money goes.

## PHILIPPINE RAILWAYS.

James J. Hill, the foremost figure in transportation circles in the United States, declares that it would be a fatal error to build the railroads of the Philippines of any other than the standard gauge of the world—1 foot 3 1/2 inches.

The president of the stupendous Great Northern railway and steamship system called for the special purpose of urging him not to permit the grave mistake to be made. Mr. Hill said it was the consensus of the opinion of the most intelligent and most experienced men in railroad affairs that this day had passed for the building of narrow-gauge roads except for temporary use or only a few miles length. He cited the case of Japan which is gridironed with narrow-gauge railroads and which bitterly regrets not having them of standard width.

Mr. Hill said the statement that he had ever favored narrow-gauge roads in the Philippines was untrue. It had come to his ears that this statement was in circulation, and he wished in person to deny it. He said that he had never been a believer in any but the standard road.

In the course of his conversation with Secretary Taft, Mr. Hill said that he had no personal interest in the railroads of the Philippines. He was a sincere believer in their success but he was too old to take up such gigantic plans now. But, he said, he was a steamship owner with interests in the future of the islands.

Mr. Hill impressed Secretary Taft with his ideas of the coming development of the Philippines, and Secretary Taft said to your correspondent, after Mr. Hill had left his office, that he cheered his soul to find such faith when others of less sagacity and experience doubted.

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C. P. CHATER.

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NORDDEUTSCHER LLOYD,  
For further Particulars apply to  
MELCHERS & CO.,  
Agents.

Hongkong, 8th May, 1905. [1172]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship

"HAIMUN"

Captain Robson, will be despatched for the above  
ports on THURSDAY, 11th inst., at 10 A.M.

For Freight or Passage, apply to  
DOUGLAS LAPRAIK & CO.,  
General Managers.

Hongkong, 9th May, 1905. [1169]

FOR CHEFOO AND TSINGTAU:

(Taking cargo at Through Rates to CHEMULU  
and TIENTIN.)

THE Steamship

"EIGER,"

Captain Chr. Raef, will be despatched for the  
above ports on FRIDAY, 12th inst., at 4 P.M.

For Freight, apply to

SEIMSEN & CO.,  
Agents.

Hongkong, 9th May, 1905. [1170]

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN and QUEEN-  
LAND PORTS, and taking through cargo to  
ADELAIDE, NEW ZEALAND, TASMANIA,  
&c.)

THE Steamship

"EASTERN"

Captain Ellis, will be despatched for the  
above ports on SATURDAY, the 10th June,  
at Noon.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Chamber,  
which ensures the supply of Fresh Provisions,  
Ice &c., throughout the voyage.

This Steamer is installed throughout with  
the Electric Light.

A duly qualified Surgeon and Stewardess  
are carried.

N.B.—To assure the additional comfort of  
passengers the Steamers of the Company have  
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 9th May, 1905. [1171]

ON SALE.

B OUND VOLUMES of the HONGKONG  
WEEKLY PRESS, JULY to DECEMBER  
1904. With INDEX. Price \$1.50.

On sale at the Hongkong Daily Press Office

Hongkong 25th February, 1905.

## INTIMATIONS

## NOTICE.

O N and after this date I WILL NOT BE  
RESPONSIBLE for any DEBTS  
contracted by my Wife, Mrs. ALMIRA FRAN-  
CICA THOMAS.

GEORGE THOMAS.

Hongkong, 8th May, 1905. [1166]

## NOTICE OF REMOVAL

T HE Office of LUTGENS, EINSTMANN  
& CO., has been removed to No. 2,  
PEDDER STREET, opposite the Hongkong  
Hotel, Side entrance.

Hongkong, 8th May, 1905. [1167]

## NOTICE.

WE have authorised Mr. FREDERICK  
SALINGER to sign our Firm from  
this date.

REISS & CO.

Hongkong, 5th May, 1905. [1148]

## NOTICE.

T RAINED NURSE, returning to England  
about the End of MAY, would take  
charge of Invalid or Children on the Voyage,  
in return for Passage Paid.

Address— "NURSE,"

Care of "JAPAN GAZETTE,"

Yokohama, Japan.

Yokohama, 29th April, 1905. [1126]

## WANTED.

YOUNG Gentleman desires situation as  
GENERAL OFFICE ASSISTANT. Has a thorough knowledge of Bookkeeping,  
Typewriting, and can also speak the Chinese;  
Colloquial fluently. Excellent references.

Apply to—

C. R.,

Care of Daily Press Office.

Hongkong, 29th April, 1905. [1102]

## WANTED.

A CHINESE CLERK, able to Read and  
Write English as well as Chinese, one  
accustomed to Office Work preferred. Good  
salary to suitable man.

Apply—

BOX 684,

Care of Daily Press Office.

Hongkong, 6th May, 1904. [1151]

## NOTICE TO MARINERS.

No. 232 (Special).

CHINA SEA.

SWATOW DISTRICT.

Wreck of Chinese Guaboot "HUANGTAI"  
off Breaker Point.

W ITH reference to Mariners No. 179 (Special), dated the 25th September, 1903, NOTICE IS HEREBY  
GIVEN that the 6-foot conical White Buoy  
temporarily placed to mark the wreck of the Chinese  
guaboot "HUANGTAI" has disappeared and will not be replaced.

H. G. MYHRE,

Acting Deputy Coast Inspector.

Cossi Inspector's Office,  
Shanghai, 1st May, 1904. [1125]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS,  
No. 72.

REMOVAL OF THE TAI-SHEK  
ARRIER, BACK BEACH.

NOTICE IS HEREBY GIVEN that the  
Steam Dredger Canton River will  
commence work at the TAI-SHEKARRIER  
on or about the 14th inst.

Masters of vessels should continue to navigate  
the old channel until further notice, slow down  
when approaching the Barrier and pass only at  
such a rate of speed as is compatible with safety.

Dredging operations will be commenced at a  
position 400 feet to the South of the present  
beacons.

The Dredger will exhibit by night the usual  
lights of a vessel at anchor—i.e.—A white  
anchor light forward and a stern light.

J. HOWELL MAY,

Harbour Master.

Approved,

F. J. MAYERS,

Acting Commissioner of Customs.

Custom House,  
Canton, 3rd May, 1905. [1158]

ROBERT CRAWFORD'S

C. C. C. WHISKY,

Price ... ... ... \$10 Per Dozen.

Sole Agent—

KWAN TIE

110, Queen's Road Central.

Hongkong, 12th April, 1905. [1169]

CARTRIDGES.

IMPORTED EVERY MONTH, THERE-  
FORE ALWAYS FRESH

ELEY'S, SCHULTEZ'S, AMBERITE  
and KYNOCK'S SPORTING  
CARTRIDGES 8, 10, 12, 16, and 20 BORE,  
and NEWCASTLE CHILLED SHOT in  
all Sizes, Nos. 10 to SSSG. AIR GUNS and  
AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong 28th November, 1904. [1009]

FOR EUROPE and AMERICA,  
INDIA, AUSTRALIA, &c.,  
and for

PRIVATE RESIDENTS AT THE OUTPORTS.  
A COMPREHENSIVE and COMPLETE RECORD  
OF THE

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY PRESS,

with which is incorporated

"THE CHINA OVERLAND TRADE REPORT."

Subscription, paid in advance, \$12 per annum

Postage to any part of the World \$2.

WHY SHOULD BUSY MEN USE  
THE "ROYAL BAR-LOCK"?

I T is not because it makes writing easy—  
though that would be sufficient reason.  
It is not because it writes in sight—though  
that is important.

It is not because it is the most durable—  
though that is its strongest point.

It is not because it is unapproached for  
Carbon and Steel nail manufacturing—though  
that describes its capabilities.

It is not because its daily output is 25 per  
cent, in excess of any other typewriter—though  
that is perfectly true.

It is not for any one or two of the foregoing  
reasons—

&lt;p



## POST OFFICE NOTICES.

The Bayern, with the German Mail of the 11th April, left Singapore on Friday, the 5th instant, at 9 a.m., and may be expected here to-day.  
 For Mails for CANTON, SAMSHU and WUCHOW will be closed on week day at 7.30 every morning. On Sunday the mail for Macao will be closed at 8 a.m.  
 A mail for MACAO per s.s. *Wingchuk* will be closed every week day at 5 p.m.  
 Mails for NANTAO, SANHUE, KONGMOON, \*SAMSHU, \*WUCHOW and CANTON will be closed every weekday, at 5 p.m. On Sunday the mails will be closed at 9 a.m.  
 \*No mails are despatched to these places on Saturday evenings, unless previously notified.

## MAILS WILL CLOSE

FOR

PER

DATE.

Swatow, Amoy and Foochow .....  
 Manila and Iloilo .....  
 Bangkok .....  
 Swatow, Singapore and Bangkok .....  
 SHANGAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.) .....  
 (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents) .....

Europe, &c., India via Tuticorin .....  
 (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents).  
 Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) .....

Macao .....  
 Ningpo and Shanghai .....  
 Shanghai .....  
 Hangchow .....  
 Shanghai .....  
 Swatow, Amoy and Tamsui .....  
 Haiphong .....  
 Cebu and Iloilo .....  
 Chefoo and Tsingtao .....  
 Mauritius .....  
 Manila .....  
 Sandakan .....  
 Manila .....  
 Singapore, Penang and Bombay .....  
 Manila, Zamboanga, Port Darwin, Thursday Island, Cokowna, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaid and Perth.

Europe, &c., India via Tuticorin .....  
 (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents).  
 Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) .....

Singapore, Penang and Calcutta .....  
 Tsin-tau, Chefoo and Tientsin .....  
 Tientsin .....  
 Manila .....  
 Europe, &c., India via Tuticorin .....  
 (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents).  
 (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents) .....

Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) .....

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.).

Friedrich Wilhelmsen, Herboltholm, Matua, Brisbane, Sydney and Melbourne.

## COMMERCIAL.

## CLOSING QUOTATIONS.

8th May

ON LONDON.—  
 Telegraphic Transfer ..... 1.10<sup>t</sup>  
 Bank Bills, on demand ..... 1.10<sup>t</sup>  
 Bank Bills, at 30 days' sight ..... 1.10<sup>t</sup>  
 Bank Bills, at 4 months' sight ..... 1.10<sup>t</sup>  
 Credit, at 4 months' sight ..... 1.10<sup>t</sup>  
 Documentary Bills, 4 months' sight/1.10<sup>t</sup>  
 C. P. A.—  
 Bank Bills, on demand ..... 2.24<sup>t</sup>  
 Credit, at 4 months' sight ..... 2.28<sup>t</sup>  
 ON GERMANY.—  
 Demand ..... 19.11<sup>t</sup>  
 ON NEW YORK.—  
 Bank Bills, on demand ..... 45.4<sup>t</sup>  
 Credit, 60 days' sight ..... 46.4<sup>t</sup>  
 ON BOSTON.—  
 Telegraphic Transfer ..... 140<sup>t</sup>  
 Bank, on demand ..... 140<sup>t</sup>  
 ON CALCUTTA.—  
 Telegraphic Transfer ..... 140<sup>t</sup>  
 Bank, on demand ..... 140<sup>t</sup>  
 ON SHANGAI.—  
 Bank, at sight ..... 71<sup>t</sup>  
 Private, 30 days' sight ..... 72<sup>t</sup>  
 ON YOKOHAMA.—On demand ..... 91<sup>t</sup>  
 ON MANILA.—On demand ..... 1.10<sup>t</sup>  
 ON SINGAPORE.—On demand ..... 1.10<sup>t</sup>  
 ON BATAVIA.—On demand ..... 1.10<sup>t</sup>  
 ON HAMBURG.—On demand ..... 1.10<sup>t</sup>  
 ON SAIGON.—On demand ..... 1.10<sup>t</sup>  
 GOVERNMENTS, Bank's Buying Rate ..... 10.55<sup>t</sup>  
 GOLD LEAF, 100 fine, per tael ..... 55.40<sup>t</sup>  
 BAR SILVER, per oz. ..... 26.1<sup>t</sup>

## OPTUM.

8th May.

Quotations are:—Allow'd not, to 1 cent.  
 Malwa New ..... \$1100 to \$1120 per p.c.m.  
 Malwa Old ..... \$1150 to \$1180 ..  
 Malwa Older ..... \$1210 to \$1260 ..  
 Malwa Old ..... \$1340 to \$1380 ..  
 Persian fine quality ..... \$900 to \$930 ..  
 Persian extra fine ..... \$1000 to \$1025 ..  
 Pains New ..... \$1130 to — per ched.  
 Pains Old ..... \$ — to — ..  
 Benar New ..... \$1100 to — ..  
 Benar Old ..... \$ — to — ..

## VESSELS EXPECTED.

## THE GERMAN MAIL.

The I.G.M. str. *Preussen* left Shanghai on Saturday, at 10 a.m., and may be expected here to-day, a.m.  
 The I.G.M. str. *Bojena* left Singapore on Friday, at 9 a.m., and may be expected here to-day, p.m.

## THE AMERICAN MAIL.

The O. & O. str. *Doric*, from San Francisco to the 13th ult. via Honolulu, left Yokohama for this port via Kobe, &c., on the 3rd May, and is due here on the 13th May.

The P.M. str. *Manchuria*, from San Francisco to the 18th April via Honolulu, will leave Yokohama on the morning of the 9th May via Kobe, &c., and is due here on the 18th May.

## THE CANADIAN MAIL.

The C.P.R. steamer *Empress of China* left Vancouver on Monday, the 1st May, p.m., for Hongkong via the usual ports of call.

## JOINT STOCK SHARES.

Hongkong, 6th May.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$100, buyers
Banks—		
Hongkong & Shanghai	\$125	\$705, buyers London, £30 10s.
National Bank of China		
A. Shares	25	\$37, buyers
Boil's Asbestos E. A.	6d.	\$24, buyers
China-Borneo Co.	\$12	\$13, sellers
China Light & P. Co.	\$10	\$9, buyers
China Provident	\$10	\$84, sellers
Cotton Mills—		
Evo	£5	£4, buyers
Hongkong	£10	£8, sellers
International	£5	£4, buyers
Lan Kwai Mow	£10	£4, sellers
Soyshore	£500	£14, 180, sellers
Dairy Farm	£5	£17, sellers
Docks and Warehouses—		
Farnham & Co.	£100	£167.
H. & K. Wharf & Co.	£50	£100, sellers
H. & W. Dock	£50	£205, sellers
New Amoy Dock	£80	£21, sellers
Shai & H. Wharf	£100	£187.
Penwick & Co. (Geo.)	£25	£33, sellers
O. Island Cement	£10	£204, sellers
Hongkong & C. Gas.	£10	£160, buyers
Hongkong Electric	£10	£17, buyers
Do. New	£5	£11, buyers
U. H. L. Transways	£100	£223, buyers
Hongkong Hotel Co.	£50	£141, buyers
Hongkong Ice Co.	£25	£242, sellers
Hongkong Ice Co.	£50	£161, buyers
Hongkong S. Waterboat	£10	£174, sellers
Insurances—		
Canton	£50	£285, buyers
China Fire	£20	£80, sellers
China Traders	£25	£361, buyers
Hongkong Fire	£50	£624, sellers
North China Union	£25	£14, 12, ex div.
Yangtze	£50	£709, rate & sol.
Land and Building—		
Hongkong Land Inv.	£100	£127, sales
Humphrey's Estate	£10	£13, buyers
Do. New	£10	£13, buyers
Kowloon Land & Co.	£80	£804, buyers
Shanghai Land & Co.	£50	£115, sellers
West Point Building	£50	£55, sellers
Mining—		
Charbonnages	£250	£400.
Raubs	£10/10	£8, sellers
Philippine Co.	£10	£94, sellers
Refineries—		
China Sugar	£100	£226, sellers
Luzon Sugar	£100	£27, buyers
Steamship Companies		
China and Manilla	£25	£21.
Douglas Steamship	£50	£34.
H. & Canton & M.	£15	£20.
Indo-China S. N. Co.	£10	£12.
Shell Transport Co.	£1	£22, buyers
Do. Prud'homme	£10	£4, 10s.
Star Ferry	£5	£871, sales
Do. New	£5	£359, solars
Shanghai & H. Dyeing	£50	£60.
South China & F. Post	£25	£22, sales
Steam Laundry Co.	£5	£7.
Do. New	£3	£5, buyers
Stores & Dependencies		
Campbell, M. & Co.	£10	£38.
Powell & Co. Wm.	£10	£112, sellers
Watkins	£10	£8, sellers
Watson & Co. A. S.	£10	£13, buyers & buyers
United Asbestos	£4	£94.
Do. Founders	£10	£180.
VERNON & SMITH, Brokers.		

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, 5th May.

Previous Day	On Date at 4 p.m.	On Date at 10 p.m.	On Date at 24 p.m.
29.95	30.07	29.98	
78	80	80	
85	79	78	
E	E	E	
2	1	1	
b	c	b	
—	—	—	

TUESDAY, 16th,  
 Printed Matter and Samples ..... 10.00 A.M.  
 Registration ..... 10.00 A.M.  
 Registration, with late fee of 10 cents, up to 10.45 A.M.)  
 Letters ..... 11.00 A.M.

TUESDAY, 17th,  
 Printed Matter and Samples ..... 10.00 A.M.  
 Registration ..... 10.00 A.M.  
 Registration, with late fee of 10 cents, up to 10.45 A.M.)  
 Letters ..... 11.00 A.M.

TUESDAY, 18th,  
 Printed Matter and Samples ..... 10.00 A.M.  
 Registration ..... 10.00 A.M.  
 Registration, with late fee of 10 cents, up to 10.45 A.M.)  
 Letters ..... 11.00 A.M.

TUESDAY, 19th,  
 Printed Matter and Samples ..... 10.00 A.M.  
 Registration ..... 10.00 A.M.  
 Registration, with late fee of 10 cents, up to 10.45 A.M.)  
 Letters ..... 11.00 A.M.

TUESDAY, 20th,  
 Printed Matter and Samples ..... 10.00 A.M.  
 Registration ..... 10.00 A.M.  
 Registration, with late fee of 10 cents, up to 10.45 A.M.)  
 Letters ..... 11.00 A.M.

TUESDAY, 21st,  
 Printed Matter and Samples ..... 10.00 A.M.  
 Registration ..... 10.00 A.M.  
 Registration, with late fee of 10 cents, up to 10.45 A.M.)  
 Letters ..... 11.00 A.M.

TUESDAY, 22nd,  
 Printed Matter and Samples ..... 10.00 A.M.  
 Registration ..... 10.00 A.M.  
 Registration, with late fee of 10 cents, up to 10.45 A.M.)  
 Letters ..... 11.00 A.M.

TUESDAY, 23rd,  
 Printed Matter and Samples ..... 10.00 A.M.  
 Registration ..... 10.00 A.M.  
 Registration, with late fee of 10 cents, up to 10.45 A.M.)  
 Letters ..... 11.00 A.M.

TUESDAY, 24th,  
 Printed Matter and Samples ..... 10.00 A.M.  
 Registration ..... 10.00 A.M.  
 Registration, with late fee of 10 cents, up to 10.45 A.M.)  
 Letters ..... 11.00 A.M.

TUESDAY, 25th,  
 Printed Matter and Samples ..... 10.00 A.M.  
 Registration ..... 10.00 A.M.  
 Registration, with late fee of 10 cents, up to 10.45 A.M.)  
 Letters ..... 11.00 A.M.

TUESDAY, 26th,  
 Printed Matter and Samples ..... 10.00 A.M.  
 Registration ..... 10.00 A.M.  
 Registration, with late fee of 10 cents, up to 10.45 A.M.)  
 Letters ..... 11.00 A.M.

TUESDAY, 27th,  
 Printed Matter and Samples ..... 10.00 A.M.  
 Registration ..... 10.00 A.M.  
 Registration, with late fee of 10 cents, up to 10.45 A.M.)  
 Letters ..... 11.00 A.M.

TUESDAY, 28th,  
 Printed Matter and Samples ..... 10.00 A.M.  
 Registration ..... 10.00 A.M.  
 Registration, with late fee of 10 cents, up to 10.45 A.M.)  
 Letters ..... 11.00 A.M.

TUESDAY, 29th,  
 Printed Matter and Samples ..... 10.00 A.M.  
 Registration ..... 10.00 A.M.  
 Registration, with late fee of 10 cents, up to 10.45 A.M.)  
 Letters ..... 11.00 A.M.

TUESDAY, 30th,  
 Printed Matter and Samples ..... 10.00 A.M.  
 Registration ..... 10.00 A.M.  
 Registration, with late fee of 10 cents, up to 10.45 A.M.)  
 Letters ..... 11.00 A.M.

TUESDAY, 31st,  
 Printed Matter and Samples ..... 10.00 A.M.  
 Registration .....